REMARKS

The present amendment cancels claims 1-9, 11 and 13, 14 and amends the only remaining independent claim 10, as well as claims 12 and 15, which depend from claim 10. Claim 10 has been amended to recite more clearly that applicant's navigation system is one that is carried on board the vehicle and that a wireless mobile telephone is operably connected to the navigation system storage element to update traffic restriction data previously present in the on-board navigation system. Since the on-board storage element, for example, a CD-ROM or a DVD, contains all of the required navigational information, updating of the traffic restriction data can be carried out effectively by means of a wireless mobile telephone.

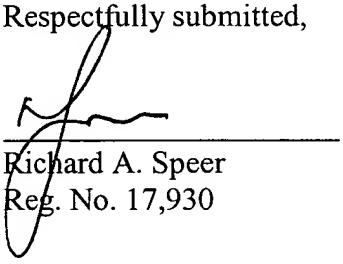
As set forth on page 7 of the Office communication former claim 10 was rejected as unpatentable over the combination of Desai, Vaughn and admitted prior art in view of Ebner et al. (EP0697580 A1). It is recognized in the Office communication that the admitted prior art does not teach storing information about traffic restrictions, wherein the relevant restrictions are visible on a display unit. Therefore, Desai was cited with regard to displayed traffic restrictions, with recognition that Desai does not teach the provision for constant display of traffic restriction information. The Vaughn reference was cited as illustrating a means by which the information taught by Desai could be displayed. However, the apparatus of Vaughn is one that uses a remote processing facility 72 and has no mass, on-board storage element containing all map data and data of traffic restrictions in the car. This system has no traffic restriction data stored permanently in the car, so that an update of such data is not possible. None of the cited art discloses the possibility of updating traffic restriction data which is already in the car (stored on a mass storage element like a CD-ROM or a DVD).

The Ebner et al. reference describes an off-board navigation system, which also has no mass storage element located on the vehicle. Ebner et al., therefore, only suggests the use of a

mobile phone as an element in an off-board navigation system. The present invention, as described in the specification, is the first to use a mobile telephone connection for updating traffic restriction information contained in a previously programmed on-board automobile navigation system.

In view of the amendments made to the claims and for the reasons set forth above, it is submitted that the application is in condition for allowance and formal notice of such allowance is respectfully requested.

Respectfully submitted,



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